

MAR 29 1921

McGill Library,
McGill University,
Montreal, Que.

THE CANADIAN RAILROADER

Vol. 3, No. 13

MONTREAL, SATURDAY, MARCH 26, 1921

10 cents a copy, \$3.00 a year

THROUGH NATURE'S WONDERLAND



On the Kettle Valley Railroad, West of Penticton, British Columbia.

Official Organ, Fifth Sunday Meeting Association of Canada



SHOE MACHINERY SHOE SUPPLIES
SHOE REPAIRING MACHINERY

United Shoe Machinery of Canada Limited

TORONTO MONTREAL KITCHENER QUEBEC

Sadler & Haworth

Tanners and Manufacturers of
Leather Belting for 45 Years.

MONTREAL, Que. 511 William St. TORONTO, Ont. 38 Wellington St. East. ST. JOHNS, N. B. 149 Prince William Street. WINNIPEG, Man. Princess Street and Bannatyne Ave. VANCOUVER, B. C. 560 Beatty Street.

Telephone: Victoria 500

ESTABLISHED 1838

The PECK ROLLING MILLS, Limited

Manufacturers of

Bar Iron and Steel, Railway Spikes, Ship Spikes,
Horse Shoes, Wire Nails, Cut Nails,
Tacks and Washers

HEAD OFFICE AND WORKS : 63 MILL STREET
MONTREAL

The Nichols Chemical Co., Ltd.

ACIDS AND HEAVY CHEMICALS

Agents for Baker & Adamson's Chemically Pure Acids
and Chemicals.

Agents for Canadian Salt Co.—"Windsor" Brand Caustic Soda and
Bleaching Powder.

Works: Capelton, Que., Sulphide, Ont., Barnet, B. C.
Warehouses: Montreal, Toronto.

222 St. James Street MONTREAL

Taylor & Arnold Engineering Co.

LIMITED

MANUFACTURERS OF

Railway, Marine and
Brass Specialties

MONTREAL WINNIPEG

CANADIAN TUBE & IRON CO., LIMITED

MONTREAL, Que.

Wrought Pipe Black and Galvanized, Nipples, Couplings, Bolts,
Nuts, Rivets

BAR IRON AND STEEL

Wire Nails, Fence Staples, Wire of all kinds--Wood Screws

Works: LACHINE CANAL

The Canadian Bridge Co. Limited

WALKERVILLE, Ont.

Great West Electric COMPANY, LIMITED

WHOLESALE

ELECTRICAL SUPPLIES

Eden Washing Machines

Heating Specialties

Motors, Wiring, Supplies, Lamps.

61-63-65 Albert Street
WINNIPEG, Man.

Toronto World Thinks Railroader Article Was "Significant" and "Treacherous" Attack On National Railways

By GEORGE PIERCE

IN referring to an editorial printed in the Canadian Railroader on February 26, the Toronto World characterizes the article as a "significant" and "treacherous" attack on national railways. It is interesting to note the amusingly clever way in which it has "black-lettered" the sentences which it considers to be dangerously treacherous and sinister. Those who have not read the editorial in the Toronto World may rest assured, however, that the World took particular care not to "black-letter" that portion of the editorial which drew attention to the enormous deficits that our national railways are piling up.

The article is "treacherous," according to the World, but to accentuate the most dastardly sections of the editorial the World proceeds to "black-letter" as follows:—"The huge deficits of Fifty Million Dollars in 1919, and the rumored deficit of Sixty-five Million Dollars in 1920 may prove to be the birth-place of **this very singular and meaningful thought of returning the railways to private ownership. Generally the public conviction is that our experimentation in running railroads is proving to be a very costly affair** at the very time when we have need of every ounce of our strength and financial resources to remedy the financial and industrial disasters of the war. . . . **Hitherto the advocates of National Ownership have been sheltered behind very plausible theories, etc., etc.**"

Referring to our statement that brilliant, brainy men of railroad experience are not prepared to give their best efforts altruistically for the benefit of the public at large, the following sentence is also black-lettered in an exceedingly interesting way from the view point of those who are opposed to national expeditions and explorations into the world of railroading: "Upon this grim but very truthful fact **will be shattered the hopes and the theories of the enthusiasts who are still of the opinion**"—(Note the termination of "black-lettering" at this point), "notwithstanding huge deficits and the standing of American railroads, that Government ownership is now a practical possibility."

We wish to acknowledge that it was very benign and exceedingly benevolent of the Toronto World to remark in referring to us that it was necessary "to go to a rather humble quarter" to determine what the Canadian Pacific and its management was "thinking about." The Canadian Railroader is the organ of an unimportant group of railroad men who evidently are not expected to have any opinions concerning the nationalization of railways, and least of all to express them, in view of the fact that there is an important newspaper in Ontario which conveniently could do all our thinking for us.

However, in defence of the truth, the Railroader is compelled to say that if it were possible to take a vote of railroad employees on national ownership, the Toronto World might get a bad shock. We have numerous examples of other crafts which have come under the direction of the Government and the results have been highly unsatisfactory to the workmen involved. Shipbuilding for example, And the "significant" fact that the Government Railways were the first to earnestly suggest a very material reduction in wages has not helped the national ownership group.

Mr. James Murdock, Vice-President of the Brotherhood of Railroad Trainmen, in discussing the proposed reduction in wages in Toronto on Saturday, said that the railway men of this country would

not submit to have the burden of the Canadian National Railways deficit of almost seventy millions saddled on them. Mr. Murdock declared: "If Hon. Dr. Reid or Hon. Frank Carvell or Mr. d'Arcy Scott are figuring on this as a solution of their problems they are making the mistake of their lives." From the foregoing it will be evident why railroad men are so interested in deficits. If a transportation Company persists in losing money how can railway men secure a fair rate of pay? In passing we wish to assure the Toronto World that we have not failed to note with deep impression that just as soon as a Government owned railroad finds itself in difficulty, the first thing it proceeds to do is to take a crack at the pay-roll of its employees.

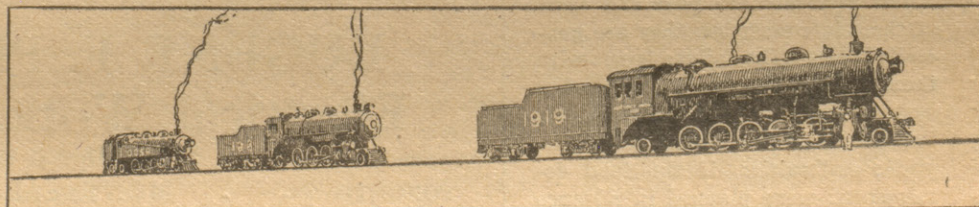
The employees of the Government owned railroads are all members of the same Brotherhoods with the men who are operating on the privately owned Canadian Pacific system. The Canadian Pacific pays dividends while the Government railroads are piling up debts that are staggering the entire country. The employees of the one system are just as capable, competent and loyal as the employees of the other. Why charge all the stock-jobbing, overlapping extravagances and the frivolous errors of national ownership, to the employees? We are in absolute accord with Mr. Murdock that \$5.25 a day is not too much pay for a railroad brakeman for an eight-hour day or a run of one hundred miles, or that \$6.48 is too much for a switchman for eight hours work in the yards. We also endorse Mr. Murdock's statement that the cost of the necessities of life has not dropped so that you could notice it.

It is correct to say that railroad men have been astounded at the revelations of both Hon. Dr. Reid and Mr. J. L. Payne who was for so many years the chief statistician of the Department of Railways. Railroaders are interested in these things, because their bread and butter is at stake. They are interested when they are told that it is estimated reliably that the capital liability incurred by Canada in connection with the ownership of Government railways is \$2,274,125,000, and that the annual fixed charge on capital account is \$112,580,000. When there is talk of deficits of seventy millions railroad men begin to wonder how these tremendous sums are to be sweated out of their bowed backs.

And in the reforms that are proposed we suggest forcibly that the brilliant minds of the administrators could be concentrated to better advantage on the reforms which spell efficiency, through experienced and economic management, while leaving the question of a reduction of wages severely alone.

In other words, sixty thousand railroad men respectfully decline the honor of rectifying a succession of Government blunders made by both political parties, "past and present," by eking out a deficit of these proportions through the amiable process of underfeeding themselves and undernourishing their children in order to wipe out a deficit that has so many figures that we simple folks get a headache trying to decipher them.

Let the Big Moguls, who bought railways and railway systems as a child buys peanuts at a country fair, get their high-brows together and through the wizardry of finance and commercial genius strangle the octopus of debt and transform the nightmare into the dreamy elysium of financial security. All this is the special function of finance. So lead on, ye Macduffs of national ownership, but be very careful to leave the matter of our wages alone!



Bad Housing Conditions

(By THOMAS ADAMS, in Town Planning and Conservation of Life).

THE bad conditions in a house, for which the occupant (owner or tenant) is primarily responsible, and which are difficult to regulate by by-law, are:—

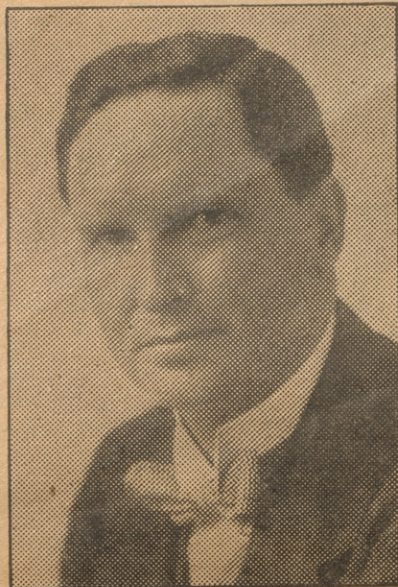
1. Overcrowding of rooms.
2. Lack of cleanliness.
3. Want of proper maintenance of structure, drains, etc.

For the cure of the first and second of these evils we must depend largely on the education of the individual, but even here there is also public responsibility. Some inspection by the local authority should be undertaken to prevent injurious overcrowding or uncleanness. The local authority should also see that owners keep dwellings in tenantable repair. But when we say, as most of us have at one time or other been tempted to say, that the housing question is a matter of reform of the individual and not one that can be dealt with by public regulation, we need to remind ourselves that, so far as this is true, it is mainly in the above three respects that it is so. In other more important respects bad housing is not the result of defects of persons but of municipal administration.

What, for instance, are the bad conditions in a house for which the municipality is responsible?

These have been shown in housing investigations made in Canadian cities to be:—

1. Excessive cost of site, as a result of unregulated speculation using up capital that should be put into the improvements.
2. Permitting buildings to be erected on damp sites, without being drained, and on land containing vegetable matter and garbage, without requiring concrete foundations.
3. Permitting dwellings to be erected and occupied without adequate air space within and surrounding them; of unsound and unsafe construction; and without adequate means of ventilation, proper drainage and sanitation, and a supply of pure water.
4. Permitting buildings to be converted into tenements or "rooming" houses without proper sanitary conveniences and safeguards from fire.
5. Permitting houses to be used for "rooming" or public lodging houses without registration and frequent inspection.
6. Permitting the continuance of such abominations as privies; failing to construct sewers and provide a water supply to all houses; failing to pave streets and to require the paving of yards round houses.
7. Failing to construct and maintain all drain connections between the dwellings and the lateral sewers, charging for the cost of same against the property instead of leaving such construction and maintenance to the owner.
8. Permitting houses to be erected without having plans and specifications first approved by the building



Mr. Thomas Adams.
Town Planning Adviser to the
Dominion Government.

inspector in accordance with proper building regulations.

It is in respect of these light matters that the small dwellings in most Canadian cities are chiefly defective. They are all matters which the individual cannot control. The education of the owner or tenant cannot remove their powerlessness to deal with them as individuals.

In the face of this fact and of what we see around us in our cities it is evident that our housing problem is mainly one of municipal rather than of individual neglect.

There are of course, cases of overcrowding of rooms and lack of cleanliness, but not so numerous as we might expect having regard to the neglect of public authorities to give facilities for healthy and clean conditions.

Conditions in Suburbs.

Some of the worst conditions are, however, just outside the boundaries of cities where there are no sewers and no water supply. One suburban area has 5,000 population—mostly built up during the last few years, and a great portion of it on land which should never have been permitted to be used for building. Lots were sold some years ago for from \$150 up, more than ten times the agricultural value of the land. The district is now one of wells and privies. Many families keep pigs, which help to contaminate the wells. A large portion of the area which was visited was a cedar swamp, where water liesto a depth of a foot or more in spring. The streets are unpaved, and are covered with rank grass and weeds in summer. Garbage is now being dumped on that site to raise it to building level.

The residents are poor and some of them ignorant; but they are generally clean. The failure is not with them. They are the victims of a system that is beyond their control; but not beyond the control of the public authorities, if the land development were planned in advance under town planning regulations.

The above refers to conditions in an eastern city. During May and June last a housing survey was made of portions of a western city by the Medical Officer of Health. In one district there were 416 dwelling occupied by 4,141 persons on an area of 81.9 acres. This represented an average density of about fifty persons to the acre. The building construction was fairly good.

Bad Conditions in Western Cities.

There was no overcrowding of rooms, but no fewer than 122 houses had been improperly occupied as tenements by from two to eight families, and in none of them had any attempt been made to fit them for tenements. Rooms too dark for occupation numbered 140; 78 had no windows opening to the external air; there were 54 basement dwellings; 347 families had 84 closets or 1 to 4.1 families, but in some cases 8 families used one convenience.

Other districts investigated brought out similar facts. As a rule, the individual family is living up to the standard permitted by the conditions and environment, created by those who develop the land under municipal guidance.

Generally speaking, where bad conditions prevail they are due to lack of proper by-laws, or lack of administration where proper by-laws exist. Provincial and local authorities may regard the evils of bad housing with equanimity, but they cannot truthfully put the responsibility for these conditions on the shoulders of individual citizens.

PROFITEERING.

"I suppose you marry a lot of eloping couples, squire. Quite a source of income, eh?"

"Yes; I git \$5 for marryin' each couple an' they come in such darned haste I allus fine 'em \$10 more for speedin'."

FATHER'S ENDORSEMENT.

Wife—That new nurse of ours must be a Bowery product. She speaks of the nursery as the "noisery."

Hub: Well, I rather think that's the way it should be pronounced.

FIFTY-FIFTY.

Butcher—This pound of butter you sent me is three ounces short.

Grocer—Well, I mislaid the pound weight, so I weighed it by the pound of chops you sent me yesterday.—
Detroit Free Press.

SAD DISAPPOINTMENT.

"So you consider Jack misleading and disappointing. Why, dear?"

"Well, he had me on the tenterhooks last night in expectation that he was going to ask me to go to the theatre."

"And didn't he?"

"No, he only asked me to marry him."

SHE WAS LISTENING.

He—Didn't you promise at the altar to love, honor and obey me?

She—Goodness knows what I promised. I was listening to hear what you promised.

'PHILLIPS' ELECTRIC WIRES AND CABLES

All Kinds of Bare and Insulated copper wires and cables and "Shaped" copper, including:

Telegraph and Telephone Wires
Marine Cables

Trolley Wire Weatherproof Wire
Magnet Wire, silk or cotton covered
Enamelled Wire

Rubber covered wires. Flexible Cords.
Asbestos covered wires. Cotton Sleeving.

Busbar Copper Switch Copper
Commutator Copper Copper Strap

Lead-covered Power Cables
for pressures up to 25000 volts

Lead covered Telephone and
Telegraph Cables

Cadmium-Copper Wire

We also manufacture wire made of Cadmium-Copper Alloy which is harder and has a greater tensile strength than ordinary hard-drawn copper wire and has only a slightly lower conductivity

EUGENE F. PHILLIPS
Electrical Works Limited

ESTABLISHED 1889

TORONTO - - MONTREAL - - WINNIPEG

Canada Has Not Fulfilled Treaty Obligations

(By J. A. P. HAYDON, in the Canadian Labor Press).

IN a recent article I showed where Canada was lagging behind other industrial countries in the enactment of a legal maximum work-day of eight hours. What is true in the matter of the shorter work-day is also applicable to other advanced social and labor legislation.

The Canadian Government representatives at the Peace Conference and at the International Labor Conferences talked much. One would imagine by their utterances that it was only a question of a few months until all of the principles recognized in the Labor Chapter of the Peace Treaty would be recognized, and, the Draft Conventions of the International Labor Conferences, carried out into full force and effect in Canada.

The Washington Conference was held in October-November, 1919. One year and some months have elapsed since then, but the legislation has not yet found its way on to the statute books of Canada. It is perfectly true that the Canadian Government by Order-in-Council, passed on November 6, 1920, decided what could be done but up to the present there has been no action.

Canadian statesmen point to the United States and support the employers' position that "Canada should take no action unless the United States was prepared to take similar steps in the matter of advanced social and labor legislation."

President Tom Moore, of the Trades and Labor Congress of Canada meeting this argument, which was advanced by the employers' representative at Washington, said "Canada did not wait on the United States in entering the great war, and we should not wait on the United States now."

Canada has ratified the Peace Treaty and the Labor clauses therein. Therefore, it was the duty of the Canadian Government to carry out its Peace Treaty obligations."

The Windsor Convention.

In a previous article we pointed out that the Rt. Hon. Arthur Meighen, the Prime Minister of Canada, while addressing the Windsor Convention of the Trades and Labor Congress stated that Canada must act in co-operation with other industrial countries in carrying out its Peace Treaty obligations.

The United States having refused to ratify the Peace Treaty is therefore not to be considered in the decisions affecting advanced social and labor legislation.

Canada is able to stand up for the principles for which so many of our gallant men laid down their lives without reference to the Republic to the south.

The Canadian Government in refusing to assume its responsibilities is in exactly the same position as

the German Government, against whom the Supreme Council has recently taken action. We are not suggesting that Canadian workmen should adopt similar tactics. But the workers of Canada are becoming restless and unless the Canadian Government takes cognizance of the great producing masses in the establishment of the principles for which they fought during the great war, there is no assurance that industrial peace will prevail in Canada.

Unrest is due to many causes and we believe the tardiness on the part of the Government in carrying out its Peace Treaty obligations is more responsible than anything else.

While the eight-hour day is perhaps the most important of all the draft conventions adopted at the International Labor Conferences other questions are equally necessary in the establishment of industrial peace.

November 13, 1918, to provide grants from public funds for the relief of the unemployed. Doles were also provided with a lavish hand in Great Britain as soon as hostilities ceased, and similar measures were adopted in some other countries.

"These temporary expedients have since given way to a more scientific treatment of the unemployment problem, which seems to be taking the form chiefly of compulsory insurance against unemployment. In Great Britain the Unemployment Insurance Act of 1920 extends the principle of compulsory insurance against unemployment (formerly limited to specific trades) to practically all employment except agriculture, private domestic service, certain public services, and employment at a salary exceeding a certain limit in the case of non-manual work.

Compulsory Systems.

Compulsory systems of unemployment insurance in Italy and Austria, and a scheme is in preparation in Germany. The Italian act is of wider scope than the British, in so far as

ance, and includes all persons coming under the various laws on those subjects.

The benefits, too, take the form of a percentage of the sickness benefit to which the person concerned would be entitled in the event of sickness. But, in spite of differences of detail and fundamental differences in methods of administration, the underlying principle of compulsory insurance against unemployment covering large bodies of workers and salaried employees is the same in each case, and it is especially interesting to note that the idea of compulsory unemployment insurance should have taken root in Italy, where hitherto the principle of compulsory insurance had not been adopted.

Social Insurance.

"There have been developments also in other branches of social insurance. Compulsory old age and invalidity insurance laws were adopted in 1919 in both Italy and Spain, where previously the system of subsidized voluntary insurance existed only, and in Belgium an old age pensions act, on the British model, was passed on Aug. 20, 1920.

There are also indications that compulsory sickness insurance may before long be introduced in the few outstanding European countries where compulsory insurance against sickness has not yet penetrated."

Canada's Duty.

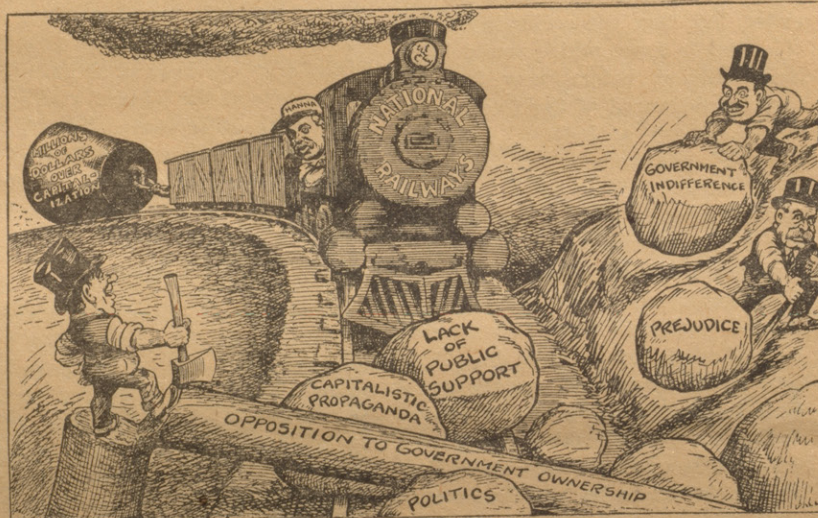
Surely Canada has statesmen big enough to insist that the Peace Treaty obligations be carried out in spirit as well as letter. Canadian workmen will not be content until the principles of the Labor Chapter of the Treaty of Versailles and the Draft Conventions of the Washington and Genoa Conferences are carried out into full force and effect.

LOSING A SALE.

The Salesman—A pretty house slipper? Certainly. Here's something that will please you. We have them on sale to-day. Eight and a half.

The Shopper—Sir! I wear nothing larger than a three. Good day.

WHY THE PEOPLE'S RAILWAY DOESN'T PAY.



—Grain Growers' Guide, Winnipeg.

Unemployment Insurance.

In the Speech from the Throne, the Government indicated that it was giving consideration to this important question. What action the Government will ultimately take is one of supposition.

Nevertheless we have the assurance that the Department of Labor is conducting an investigation into the question, and I understand a draft proposal will be submitted to the Trades and Labor Congress of Canada, the Canadian Manufacturers' Association, and possibly the Canadian Council of Agriculture, and their views obtained. In the meantime it might be of interest to note that other industrial countries already enjoy this legislation.

In a recent bulletin issued by the International Labor Office, appears the following:

"During the war the unemployment question fell quite into the background in belligerent countries. But the cessation of hostilities brought it again into prominence at once. In Germany a provisional emergency order was issued on No-

it includes agriculture, and narrower in so far as it expressly excludes homeworkers. The Austrian measure is based upon the existing systems of sickness and old age insur-

FIVE ROSES FLOUR

FOR BREADS - CAKES
PUDDINGS
PASTRIES

Can you guess it?

There are housewives whose cake is always praised—whose pastry is famous for its melting flakiness—whose firm, light bread wins daily compliments—whose puddings are noted for savoury lightness—whose cookies are so lastingly crisp. They have one rule that applies to all their baking

Can you guess it?

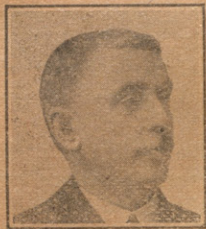
Slowing Down of Shipyard Work in Scotland

(From Our Own Correspondent).

Glasgow.

FROM day to day the list of unemployed in Scotland is being added to with alarming rapidity. The problems to be faced are serious and much anxiety is felt by all classes. The Dixon Ironworks in Glasgow closed down this week throwing out of work several hundred men. The works are a famous landmark on the south side of the city and are known as "Dixon Blazes," a name that will recall many memories to Scottish men and women now settled in Canada.

Affairs on the upper and lower reaches of the Clyde are gloomy in the extreme. As a result, mainly, of a strike of joiners, but partly in consequence of the lack of new contracts, work is being slowed down to a very marked extent in some of the shipyards. It is found that there is great delay in the completion of new vessels because



James Gibson

progress cannot be made with the woodwork, and there are quite a number of steamers at the fitting-out berths on which work is practically stopped. In some cases nothing whatever is being done on ships launched recently, and the vessels berthed at public quays are running up bills for harbor dues, while their builders can do very little to make progress with the work of completing them.

In the circumstances there is a very general inclination to delay new vessels on the stocks rather than launch them and find afterwards that they are held up afloat. If work must be stopped, it is explained, the more economical plan is to hold the vessels up on the stocks rather than to launch them, especially as in most cases, there is no urgent demand for building berths.

At many of the yards practically all the work on hand is now on the stocks, so that there are very few orders in the offices waiting for their turn of the berths outside. But for the lack of joiners, and the consequent delays in fitting-out, the vessels under construction would have been launched as usual, and the shipyards would have had by this time a good many vacant berths. The fact that there are comparatively few vacant berths is misleading, because in a number of yards it only means that ships are being delayed and that very little is being done on some of those on the stocks.

Strike of Ships' Carpenters.

These delays are caused principally by the strike of joiners, but they are now affecting all classes of shipyard workers. On the vessels held up on the ways there is a large

amount of ironwork remaining to be done immediately before and for some time after the launches. But the postponement of the launch means that the ironworkers are out of employment meantime, and so are considerable numbers of shipwrights and other artisans and also laborers. How this affects employment may be illustrated by the conditions in several upper reach yards.

In one there are two vessels approaching the launching stage and one fitting out. On the vessel launched work is stopped altogether; on the farthest advanced of the two on the stocks work is practically stopped because she is not to be launched until the strike of joiners is over, while on the second work is still proceeding but will be slowed down in the same way in due course. At another and much larger yard there are seven vessels on hand—five on the stocks and two fitting out. Nothing whatever is being done on the two which are in the water, but they are occupying valuable harbor space which would have been utilized before now by the farthest advanced of the five on the stocks if one or both of the two launched had been completed. Instead work has been wholly stopped on this vessel, and in consequence about 500 ironworkers and other tradesmen (about one-eighth of the total employed) have had to be dismissed—although there was no real lack of work for them to do. They could have been kept on for some time longer, bringing the vessel actually to the launching stage and afterwards when she was afloat, but as she is not to be launched meantime their services are not required. In a comparatively short time another vessel in the same yard will have reached a similar stage in her construction, and then she too will be stopped and a number of men dismissed.

If the stoppage of joiners continues long enough all the vessels on the stocks will be affected in the same way, so that the managers of the yard see the complete closing down of the works within a measurable distance. In some of the other upper-reach yards the process of slowing down is being distributed more uniformly over all the vessels on the stocks, and fewer men are being employed on each vessel; but from these yards too the reports are to the effect that it is only a question of two, or perhaps three, months at most until there will have to be dismissals on an extensive scale. The firms who have passenger vessels fitting out are as a matter of course, feeling most keenly the lack of joiners, but there are not many such vessels in the water.

At some other yards it is stated that the class of work on hand makes very little demand for joiners, either before or after launching, and that,

therefore, no great delays are being experienced, but some of the firms which build light craft state that their work is being delayed greatly because of the lack of men to make and close up large packing cases.

Slow-Down of Work.

Although there is no case of a complete stoppage of work at Greenock on any individual steamer the general effect of the joiners' strike has been to slow down output and to throw an increasing number of other tradesmen on the idle list. For example on one vessel which is well advanced in fitting out the number of workmen employed is reduced to a handful. Other steamers are effected to a less extent. Of course all vessels are not required in an equal hurry, and it is possible for firms to concentrate what joiner assistance they have available on ships whose delivery is more immediately wanted. In recent weeks the number of workmen of other trades paid off owing to the strike has increased. The men so listed receive no unemployment donation, and they are experiencing serious hardships.

There is more unemployment at the Port Glasgow yards than for many years back. About 40 per cent. of the men who were working for the New Year holidays are now idle. While only one boat is actually held up because of the joiners' strike progress with other vessels is affected. No new work has been booked by any on the firms since the start of the year, and quite recently one firm had two orders cancelled.

Work in Paisley.

The effect of the joiners' strike is keenly felt in the shipbuilding yard in Paisley and it is held to have been responsible for 15 to 20 per cent. of the dismissals which have taken place or are pending. Over a dozen vessels are on the stocks in the different yards. Of these at least three have arrived at the stage at which further progress is impossible owing to the lack of joiners. Work on the others is being pushed forward except where it is obviously impolitic in view of the prevailing conditions. Should the strike last for, say, six weeks or two months longer the effect will be to bring work to a standstill on practically all the vessels which are at present in course of construction.

A meeting of the members of the Shipbuilding Employers' Federation was held in the North British Station Hotel, Edinburgh—Sir Alexander M. Kennedy, president, in the chair. At the close Sir Charles Saunders, the secretary, in an official statement, said the meeting was one of a series which were being held for the purpose of reviewing the whole position of the industry, including cancellations of contracts, suspensions of contracts, etc., and to consider how best the Federation could alleviate the situation and help both employers and employed by introducing an upward movement in the trade to take the place of the present downward tendency.

They had reviewed the position thoroughly, and in all probability



"I Wonder Would It Help Me?"

THIS question has been answered by many thousands of women who have found health and happiness in the use of Dr. Chase's Nerve Food.

Sleeplessness, irritability, nervousness, gloomy forebodings of the future, depression and discouragement—these are some of the symptoms which tell of exhausted nerves.

In order to avoid nervous prostration or some form of paralysis it is well to get the building up process established at once by use of Dr. Chase's Nerve Food.

50 cents a box, 6 for \$2.75, all dealers, or Edmanston, Bates & Co., Ltd., Toronto.



there would be a further meeting in about two week's time, when their members had considered in their respective districts what the position was.

No Reduction in Wages.

With reference to the statement regarding a suggested reduction of 25 per cent. in wages, Sir Charles Saunders said that no such proposal was discussed at the meeting, and the employers had no knowledge whatever of the suggestion which had been published. The employers had stated to the employees some weeks ago at a conference that they would not ask for a reduction of wages at the moment if there were any other methods of reducing the cost of production in the industry. If, however, no means of reducing costs could be arrived at a wages reduction was inevitable.

In the course of the discussion, he added, incidental reference was made to the strike of joiners in the shipyards, and, he continued, the employers were as determined as ever that the preferential treatment granted to the joiners in the shape of twelve shillings per week special advance over other shipyard trades would not be revived.

—James Gibson.

RELIGION AND BUSINESS

(The Commercial and Financial Chronicle, New York).

THE war has destroyed other things than men's possessions and men's lives. . . .

Science, with its confident grasp upon the forces of nature and its faith in evolutionary process, not only did not save us from war, the deadly effects of which it intensified, but it awakens no confidence in its ability to restore what it has destroyed. In manufacture in commerce, in economics, in social relations, devices of various kinds, based upon the much-vaunted methods of laboratory results and the teaching of the schools, are being tried, or adopted, without supplying foundations for the reconstruction of an upheaved world.

Now we have several prominent business men, presidents of banks and trust companies, in public addresses laying emphasis on more honesty and higher conception of honor in business transactions as the chief need, emphasizing in a word the superior importance of character and recognizing man's place in the scheme of things as a moral and spiritual being.

This gives timeliness to a book, "Religion and Business," by Roger W. Babson, of which Macmillan is bringing out a new edition.

The New Testament.

Incidentally it is worth while to call attention to the fact that books have not escaped the havoc of the war. In almost all lines, in the sciences, in philosophy, in history, in medicine, in social studies, few books have retained their standing. The one book that stands out with newly accepted authority and value is the New Testament.

It is recognized that the writings which compose it are by men who in a very exceptional way knew both God and men, and men not merely as individuals, but as living in human society.

We are awakening to see that the short, definite sayings of these writers about social and civil affairs that people have seized on and made such use of as suited their need, belonged wholly to the world of their day.

While underneath all are to be found great truths and positive principles of action which have lost not a whit of their validity; things eternally true and living; of which it may be said with Sophocles: "A mighty God is in them and groweth not old."

The Test of Centuries.

When therefore men begin to talk about the need of character, still more of religion, what is it but calling us back to the teaching that has stood the test of centuries, and which, in the form it was first given, was never so widely read, or felt to be so essential to man's highest welfare as it is to-day.

There should therefore be no surprise when one who has spent many years in studying the course of business in the hopes of gaining the knowledge which would lay the

foundation for general business prosperity, comes to the conclusion that there is a connection between religion and business, and that, beyond all that the science of statistics may teach, the significance of religion is primary and supreme.

The religion he has in mind is not a religion of creeds and confessions but of personal experience and daily practice. That religion he finds in loyalty to Jesus Christ, which, of course, carries us back to the New Testament.

In the controversy between Labor and Capital Mr. Babson points out that Labor is under a double handicap; Labor cannot endure a long strike; and is slow to see that shortening of hours and increase in "dollar wages" increases the cost of production, and this eventually comes back upon the laborer. Substituting the autocracy of Labor for the autocracy of money would not secure peace.

A Change of Motive.

This will not come until men experience a change of motive and "become endued with a desire to be of service," and that will only be when religion becomes a real force in industry.

This means a change in men's dominant motives. It cannot be produced by artificial means; no action of a board of directors, or any profit-sharing scheme will produce it; nor will platitudes about the interests of Labor and Capital being mutual.

All this applies equally to the employer with this additional emphasis; to have influence, he, because of his stronger position, must possess and exercise this spirit first, and so clearly that it cannot fail to be recognized by his employees. The primary demand arises there. The ethics of the office are to-day of more importance than those of the shop, those of the directors more than those of the employees. When the spirit of Christ is evident in the head, a response in kind may be expected in the staff. The self-respect begotten of this spirit is enduring and satisfying.

To do our best we all need to see that our work is worth while; to make the most of life we need the sense of service; over-work must be directed to satisfy ends. Training, discipline, respect for authority and for individual rights, team-play, in short, all are essential to this.

Labor and Religion.

Mr. Babson holds that the labor problem is a religious problem in that it is ultimately a question of mutual understanding and service. Wages, in the one hand, and business growth, on the other, over which the contest now mainly exists, are in themselves indeterminate.

With the desire for service comes interest in production; and only by production can the worker increase his earnings in terms of house, food, clothing and provision for the fu-

ture; and only by production can the employer be content.

The nation needs more labor and more capital.

Each must be made to see that the future of each depends upon co-operation with the other.

This is the standpoint of religion. To carry it into effect four lines of effort are suggested: (1) Get the facts. See the other fellow's point of view. (2) Establish effective contact. At least some one party at interest, stockholder, director, owner, should be personally known by the worker. (3) Cultivate personal respect on both sides, remembering that at bottom interests are common. (4) Insist upon discipline, with respect for integrity, efficiency and industry. This means more of organization rather than less, but with more personal responsibility everywhere.

Fundamental Truths.

The fundamental truth is that Nature's law of equal action and reaction Jesus applied to men. It is as true in the spiritual and social realm as in the economic and physical. If you want others to be honest with you, be scrupulously honest with them; if you want loyalty, be loyal; if you want confidence in you, show confidence in others; if you want cheerfulness, keep cheerful. Men fail to observe this relationship mainly because they lack religion. Only the reaction of a settled faith in Jesus Christ will sustain a man in this line of conduct, because Love

is the divine impulse, and when that is kindled in the heart the glowing light is there and shines for all.

This reaction of religion on the physical life is one of the newly discovered truths. It is now known that faith, hope, joy, goodwill, sympathy, affection, patience, generosity, the characteristic religious virtues are chief elements in creating and preserving health.

What business men need to know is that, beyond this, religion and religion alone gives a satisfying faith and opens to a man the sources of spiritual power.

The heart, which as life advances is found empty and dissatisfied, though life may have brought wealth and power, bears testimony to this.

The reaction to the opening of a heart to Jesus Christ is a new life, a new joy, with new powers. God has come into a man's life, and prayer becomes his bond of intimacy. . . .

DESTRUCTIVE COMPETITION.

Competition for cheapness and not for excellence of workmanship is the most certain cause of the rapid and entire destruction of arts and manufactures.—Josiah Wedgewood.

PERFECT L'L GENTLEMAN.

Mrs. Goodhart—What would you say if I gave you a nice drink of lemonade?

Neighbor's Child (aged 6)—Here's lookin' at you!

PAY-DAY SAVING

You are paid regularly.
Save regularly. When
pay-day comes, put some of
the money in a Savings Ac-
count in The Merchants Bank.
One dollar—five dollars—ten dollars
—whatever you can conveniently afford.
And put in the same amount every pay-
day. \$1. opens a Savings Account — de-
posits of \$1. and upwards are welcomed.

THE MERCHANTS BANK OF CANADA

Head Office: Montreal.

Established 1864.

399 Branches and Agencies in Canada, extending
from the Atlantic to the Pacific.

The Canadian Railroader

WEEKLY

The Official Organ of

The Fifth Sunday Meeting Association of Canada

ORGANIZED SEPTEMBER 1916

Incorporated under Dominion Letters Patent.
April, 1919.

J. A. WOODWARD, President	-	C.P.R. Conductor
J. N. POTVIN, Vice-President	-	C.P.R. Train Dispatcher
W. F. BERRY, Sec.-Treasurer	-	G.T.R. Conductor

EXECUTIVE COMMITTEE:—S. DALE, C.P.R. Engineer; D. TRINDALL, G.T.R. Locomotive Engineer; J. HOGAN, C.P.R. Asst. Roadmaster; ARCHIE DUFAULT, C.P.R. Conductor; E. MCGILLY, C.P.R. Locomotive Fireman; W. T. DAVIS, General Yard Master; W. FARLEY, C.P.R. Locomotive Engineer; M. JAMES, C.P.R. Engineer; S. PUGH, G.T.R. Conductor; Wm. PARSONS, C.G.R. Agent

The Canadian Railroader was founded by railroaders, is largely supported by railroaders, and is issued in the interest of railroaders and all other workers by hand or brain.

Yearly subscription: \$3.00;

Single Copies: 10 cents

Published weekly by

THE CANADIAN RAILROADER LIMITED

316 LAGAUCHETIERE ST. W., Corner Beaver Hall Hill, MONTREAL

Telephone: MAIN 6222



GEORGE PIERCE, Editor

KENNEDY CRONE, Managing Editor

Forcing Down Wages

ALITTLE over a year ago the men of light and leading were shouting from the house tops that the supreme duty of everybody was to work and save, in order to help pay the war debt. Hard work and economy spelt salvation, we were told, and extravagance was anathema. And evidently the advice of our wise men fell on fruitful grounds; for soon there was an outcry that there was not enough work to go round, and a doleful wail that the public is not buying, and goods weren't moving with their accustomed celerity.

So the wise men again took council together, and warned the people that if they did not buy—buy—buy—business would go from bad to worse. But it's warning came to late. Many people were already out of employment and were squeezing their savings; many others were living in fear of being thrown out of their jobs, and were restricting their purchases.

Again the wise men took council together, and the word went forth that the workers must accept reductions of wages in order to facilitate the return to normalcy. The fact that reductions of wages would reduce the workers' ability to buy, and thus tend to further depress business was evidently lost sight of by the wise men.

No doubt people interested in companies whose share capital has greatly depreciated in the stock market in recent months feel badly used and naturally think there should also be a speedy liquidation of wages. But is it a wise policy, from the point of view of business, generally, to assail wages? Efforts are being made to create the impression that the resumption of business activity and the development of the country generally are being held up by high wages. But for many years wages in Vancouver were much higher than in Halifax, and Vancouver was and is a much more substantial city than Halifax,—and a better city for the average business man. If low wages are the big consideration for business men, it is surprising that they do not all migrate to China or India.

The assumption of the present campaign to force down wages is that wages now are high as compared with pre-war times—the blessed age of normalcy. But wages are high or low only as compared with prices, and the Dominion Labor Department is publishing statistics which show that the advance in wages generally has been less than the advance in prices. Taking returns from 13 Canadian cities the Department finds that the weekly scale of wages advanced 79 p.c., while the hourly rate advanced 90 p.c., as compared with the 1913 scale. In regard to the cost of living the Department points out that the average increase in all items for a family budget, when the peak was reached in July, 1920, was 101 p.c. over 1913. Increase of food was 130 p.c. over 1913, fuel 91 p.c., clothing 160 p.c., rent 34 p.c., and sundries 90 p.c. The Department says food had dropped to 102 p.c.,

in December, 1920, but fuel had increased to 118 p.c. It might also point out that recently there have been big advances in rents in some cities offsetting the declines in food and clothing.

As regards the relation of prices and wages before the war, Prof. Irving Fisher, of Yale, wrote:

"From no point of view can the conclusion be justified that the main cause of the present rise of the cost of living is due to labor unions. This rise is world-wide, being felt in Europe and India, where American labor unions and labor leaders cannot, by the utmost stretch of the imagination be supposed to dominate the situation. Moreover, so far as American statistics show, such as those of Bradstreet and the Department of Commerce and Labor, wages have risen only about half as fast as the cost of living. If it were true that the increasing demands of labor unions, by increasing the cost of producing commodities, had resulted in a general increase in prices, these would surely have risen more slowly than wages. The facts, however, show that the cost of living has increased about twice as fast as wages, and this seems to be approximately the rule during any period of rising prices. In other words during rising prices the laborer is the loser. In fact his strikes and insistent demands for higher wages represent a belated attempt to overtake the advancing cost of living. Labor disputes and demands are thus an almost invariable accompaniment of rising prices, but they are effects of rising prices, not causes."

And if labor is also to be the loser during periods of falling prices, as some people think, it should be, then the present order of civilization offers labor no hope, of that steady improvement in its condition which alone can prevent social upheaval—and, perhaps, disaster.

—Colin McKay.

THE CANADIAN RAILROADER is a carrier and interpreter of the news and views of the common people.

Helping the Dependents

ACASE of a soldier, who disappeared on active service and was recorded as having deserted, is coming up before the parliamentary committee which is dealing with soldiers' re-establishment, the evidence now pointing to the theory that the man was murdered. The matter is of interest not only as relating to the man's honor—even if only in memory—but as to the treatment of his family, for the latter have suffered the denial of pension. There are also a number of cases of men who were shot on the battle-field for desertion. Although Canada is a nation, according to the Hon. Newton Rowell, our Government has never been informed of how many Canadians were dealt with summarily in this way. When the matter was brought up in parliament, in April, 1919, by the then leader of the Opposition, Mr. McKenzie, the solicitor-general of that date, the Hon. Hugh Guthrie, stated in the House of Commons that he had been informed that a number of Canadian deserters had been executed, while others had got sentences of imprisonment up to thirty years. The minister further stated in reply to a query, that as these men were overseas and committed an offence against British law, they were under the jurisdiction of British authorities. He had been informed that there were some, but there was no official information. Thus Canada was allowed to send about 400,000 men over to fight, but what happened to some of those who fell out of line from the point of view of morale, this country was not allowed to know. Apparently it was only when the League of Nations met that Canada became a nation.

As usual, in such cases, it is the women and the children, the innocent, who suffer. Supposing there were sixty men who were so shot and one hundred who were sent to jail, this means that somewhere in Canada are possibly one hundred families (for some of the men might have no dependents) who sent their husband or father to fight, but who, owing to subsequent events, have received no compensation. It is plain that but for the war they would have had their bread-winner. Surely in such a case, the penalty suffered by the man, death or long imprisonment, is enough, and the wife and family or the aged mother should be looked after by this country.

The trend of thought today among social workers is in the direction of removing indirect penalties. Thus, Ontario and certain other provinces or states on this continent, are seeking to abolish the bar sinister for the unfortunate children born out of wedlock. It is just the same principle. If Canada values children and wants healthy and well-reared citizens, it is crass stupidity to handicap them and their mother because a husband and father failed for any reason. The same argument would apply to the families of all men who serve jail terms, and if the committee now at work on the evolving of a mothers' pension scheme for Quebec succeeds in bringing about legislation for that purpose, it is to be hoped that the claims of these unfortunate families will not be overlooked.

—Caedmon.

Mixed Satisfaction

(The New Republic, New York)

UNTIL very recently, there were a good many thousand men, in the mills of the United States Steel Corporation, who worked seven days in the week; and a good many thousand more who worked twenty-four hours at a stretch every two weeks because there had been found no more sensible way of changing them from the day to the night shift. And now at last Judge Gary has announced that the seven day week and the long turn have been eliminated by the Steel Corporation and all its companies. We hear various expressions of pleasure about it. The New York World says that "the statement will meet general approval;" and multitudes of people feel no more strongly than this. For our part, we salute this "reform" with as much joy as we should, in this year 1921, hear news that Negroes could no longer be sold as if they were furniture, or that Harvey has discovered the circulation of the blood. Even were one prepared to hail this change as one of the victories of progress, and not as arrears of decency paid shamefully late, the satisfaction would be mixed. For the 12-hour day has not yet been abolished.

MURDOCK OBJECTS TO LOWER WAGES FOR THE RAILROAD WORKERS

(By Canadian Press).

Toronto.

James Murdock, vice-president of the Brotherhood of Railway Trainmen, a former member of the Canadian Board of Commerce, in an interview here said the railwaymen of this country would not submit to have the burden of the Canadian National Railways "deficit of almost \$70,000,000 saddled on them."

"If Hon. Dr. Reid or Hon. Frank Carvell or Mr. d'Arcy Scott are figuring on this as a solution of the problem, they are making the mistake of their lives."

Mr. Murdock asserted that \$5.27 a day was not too much pay for a railroad brakeman for an eight hour day or a run of a hundred miles, or that \$6.48 a day was too much for a switchman for eight hours' work in the yards, and that the United States Railway Board three weeks ago had referred to these wages as reasonable and fair. "The cost of the necessities of life has not dropped so you can notice it since then," Mr. Murdock added.

He said that d'Arcy Scott might be right in his theory that if wages were reduced freight rates might also be lowered, "but who will say that such a proposal is fair to the men?" he asked. "I have not yet met one railway man who will admit that he should cut down his wages," Mr. Murdock said.

Mr. Murdock and Mr. Scott will debate the wage issue before the Canadian Club of this city, probably on April 4. The date has not yet been definitely fixed. Mr. Murdock received a letter from Mr. Scott agreeing to come to Toronto to debate the question with Mr. Murdock. Mr. Scott stated that he would argue that the McAdoo award and the Chicago labor award were too high, and that in order to bring railway rates down there must first be a reduction of the wages of railway labor.

NOTHING TO IT.

Judge—This man says you deliberately ran over him.

Smart Motorist—That's nonsense. I leave it to you, your honor. How can a man deliberate when he is going sixty-five miles an hour?

TWISTED NEWS.

(From the Labor World).

The Associated Press certainly knows how to put over skilful propaganda against the working class. We take off our hat in admiration to the low-pay news artists.

A despatch from Chicago dated March 8th declares that wage decreases of approximately 12½ per cent. affecting more than 100,000 employees of the packing industry in all parts of the United States was "officially announced" on that date. Who did the official announcing is not stated, but the word "officially" makes the announcement look like a law of the Medes and Persians that changeth not. Who could doubt that the wage reduction was certain, solid, unalterable after that word "officially?"

The despatch goes on to state that overtime will be paid only after ten hours have been worked. It is not stated directly that the ten hour-day is going to be the rule, but "officially" the overtime only begins after ten hours.

After this slaughter of wages which is declared to be so certain to take place, it is announced that the packers are working out plans to establish closer relations between the workers and the management of the various plants with a view of giving the employees a voice in all matters of mutual interest.

Less Wage and Longer Hours.

Of course after the wages have been sliced in a goodish manner, and after hours have been lengthened, and such trifles which would seem to only affect the employers, the workers will be allowed to discuss other questions of mutual interest with the employers under the eagle glances of the agents of the bosses. But that "mutual interest" stuff sounds good in a press despatch.

At the tail end of the despatch in a small paragraph it is stated that the representatives of the employees will meet in Omaha, Neb., to consider the reductions and the abrogation of the arbitration agreements.

If the workers have anything to say about whether wages are cut and hours lengthened, how can it be said that the wage cut and long hours are official until the working class have sanctioned them?

To see the absurdity of the Associated Press Agency's position, let

us reverse the condition. Let us suppose that the workers were demanding an increase of wages of 12½ per cent. and the reduction of hours from forty-eight hours per week to forty-four hours per week, and asked that the new rates and hours should be put into force from the 14th day of March onward. Then let us suppose the Associated Press sent out a despatch as follows:

More Wage and Fewer Hours.

"It is officially announced that the wages of 100,000 employees in the packing establishments of the United States will be increased 12½ per cent. and hours will be reduced from 48 to 44 per week on and after April 1st next.

The employees are getting together in a spirit of mutual helpfulness with the employers by allowing the employers to introduce animals into the slaughter houses to be dressed by the employees, and will consent in a spirit of mutual toleration that the employers retain six per cent. profits upon the moneys actually invested in the plants, the remaining profits after providing for depreciation, sinking fund and other

funds as well as providing for funds to take care of extensions to industries will go to the working-class as a bonus upon their labor."

Suppose the Associated Press should flash such a message over the wire as being "officially announced," and should add in an obscure paragraph the statement that the employers were meeting shortly to discuss the advisability of accepting the new order of affairs. Just imagine what an uproar would arise from the owning classes against the Associated Press.

But that is the kind of distortion of the news which the Associated Press serves up against the working-class. The working-class do not protest. They are so accustomed to such mistreatment that they think it natural.

HOW IT'S WORKED.

Mrs. Browne—I can make a fool of my husband whenever I want to.

Mrs. Towne—How do you work it?

"Easy. Let him have his own way."

SUBSCRIBE TO

The Canadian Railroader

PUBLISHED WEEKLY

The Paper With a Punch On All Labor and Social Questions

Founded by railroaders, largely supported by railroaders, but also read by many others interested in progress of the people

It advocates reforms by—

BALLOTS, not Bullets

DEMOCRACY, not Dictatorship

CONSTRUCTION, not Chaos

REASON, not Ranting

Endorsed by many leading Canadians. It gets to the thinking people of all classes. Three dollars a year payable in advance

Office: 316 LAGAUCHETIERE ST. WEST, COR. BEAVER HALL HILL

MONTREAL

TELEPHONE MAIN 6222

Date.....

I enclose \$3, year's subscription to Canadian Railroader.

Name.....

Address.....

Statesmen in Workshops

(By Robert Blatchford.)

A SHORT time ago I read in a morning paper some lines from a speech made by Mr. Hodges, the Labor leader, in which he said or implied that he had lost his faith in democracy.

I have never met Mr. Hodges, and am quite out of touch with the Labor movement, but I understand that he is one of the younger spirits of his party. The discovery which seems to have checked his democratic ardour is not new to us older men. I expressed the same idea quite thirty years ago in a speech at Ashton, when I said we could not have democracy without democrats.

Real democrats ask and hope that the people will take an intelligent interest in national affairs. That if the majority are to rule, the majority will give serious attention to the task. That, in fact, they will help in the work of national self-



Robert Blatchford.

government. I suppose that is what Mr. Hodges expected or desired. If so, his disappointment was inevitable.

The multitude will not accept duties which to them appear to be arduous and dull. They prefer football, or the movies, and they are, from their own personal point of view, not unwise. I myself prefer cricket and literature and science to politics.

The Strain of Politics.

I worked in Labor politics for many years, but I always longed for the greener pastures and the more shady groves in which I felt so much more at home. Political and industrial strife are coarse and blatant. They tire the brain and disgust the soul. They spoil one's best years with their wranglings and disappointments. None but enthusiasts or born thrusters can stand the strain. None but the eager or the unselfish will make the sacrifice.

At times of special crisis, when some temporary excitement or plausible election cry has disturbed the popular stagnation, a majority of the people will rally to their leaders' call, and, if they do not take the trouble to understand the issue, will at least vote upon it.

But the popular zeal is ephemeral, and the popular memory is weak. Most of our people are too deeply interested in the task of living or

earning a living, or they are engrossed in sport, love, in various enjoyments or employments which make no serious intellectual demand. As Anatole France says: "Men can live without thinking. Indeed, it is generally thus that men do live, and no great harm to the community results."

An Organized Minority.

All these things Mr. Hodges will know as well as I know them, and I take it that if he is disappointed with democracy it is because he finds, as I and others found, that the masses will not take the trouble to be democrats.

We have got to face the facts. If we cannot have a real democracy, we must do the best we can with a compromise. It has always been the case, and it is the case to-day, that the country is ruled by an active, organized minority, with the tacit consent of the apathetic or indifferent multitude.

The question, I opine, which his disillusionment has raised for Mr. Hodges is how shall that dominating and directing minority be composed, and by what means shall it impose its will upon the majority? This brings me to Professor Soddy.

I have just been reading with great interest Professor Soddy's book, "Science and Life," and I find that the professor, like Mr. Hodges, is not satisfied with democratic rule as it exists or fails to exist in Britain after the war.

Substitute for Democracy.

The war, Professor Soddy says, has caused him to change some of his views. It has shaken his faith in democracy, and he expresses a wish for a government of intellectuals or a democracy of intellect—I forget which, and my copy of the book is not at hand. So here we have the Labor leader and the professor both asking for something which the late Sir William Sinclair once described to me as a workable and harmless substitute for democracy.

Now, with all due respect to Professor Soddy I am not enamoured of his proposed government of intellectuals. Of course, a good deal depends upon the meaning the professor attaches to the word intellectual.

In the general use of the word I think it is understood that an intellectual person is one who thinks.

Taking that meaning, I would ask: Would the State be benefited by a government of thinkers? Do we not rather need a government of actors?

Thinkers, in my experience, are not usually men of action. A statesman needs an active rather than a reflective brain. Fine oratory implies an intellectual faculty. But fine orators are not always great statesmen. We select our rulers for their proficiency as speakers, and I think the results do not justify the method.

The men we need for the conduct

of home and foreign politics are clear-headed, plain-thinking, practical men. I would not go so far as to say that the best kind of politician is a business man, but I do believe that a first-class business mind is nearer the ideal of a statesman than a first-class literary or scientific or artistic mind.

I think, too, that to employ the kind of men I call intellectual in politics is to waste power; to put square pegs in round holes. The man of scientific brain is of most value to the nation when he is employed in science.

We do not want to throw away such men as Professor Soddy, Professor Thompson, and Professor Munro by making them Home Secretaries or Ministers of Labor. We do not want Mr. Galsworthy in a cocked hat at Whitehall, nor Mr. Frank Brangwyn in a silk hat at the Post Office.

A Good Statesman.

It may be claimed, to be sure, that a good statesman must be intellectual or he would not be a good statesman. I am not prepared to admit that, but let it pass. We will say, then, that to succeed in statesmanship a man should possess intellect, though I should prefer the term brain-power.

But that brain-power needs be of a special kind, and it is, I am convinced, an error to assume that any intellectual person, no matter what may be his type of intellect, possesses the special kind of brain-

power which statesmanship demands.

We should not assume that a great scientist must be a great painter because he has a great intellect. We should not expect a great poet to be a great inventor, nor a great soldier to be a great financier. Why, then, suppose that the great scientist, the great poet, the great soldier, and all the legion of novelists, sculptors, sailors, engineers, and philosophers are bound to prove successful in politics and in government?

I think this idea of a government of intellectuals is a mirage. I see no more reason for accepting it than for accepting the opposed idea of a perfect government of colliers, boiler-makers, shop assistants, and carpenters.

Statesmen in Workshops.

There are, doubtless, some embryo statesmen in our mines and workshops and also amongst our learned and professional men, but it is a mistake to assume that a man is a born statesman because he is a joiner or a bricklayer or a doctor or an author.

The problem to-day is the old problem of how to get every man into the position where he will be of the greatest value to the community. If there is any substitute for democracy which will solve that problem, I have yet to make its acquaintance.

I quoted just now a few lines from Anatole France's "Life and Letters"; I will now quote the complete passage. It is useful:—

"Can I Do Without It"?



ASK yourself this question when next you think of purchasing something that is not really necessary.

The number of things you can easily do without and the amount of money you will save will be surprising.

For your present and future safety you cannot be without a Savings Account. Start one next pay day.

THE ROYAL BANK OF CANADA

Deposits exceed 440 millions

Men can live without thinking, indeed, it is generally thus that men do live, and no great harm to the community results. On the other hand, the State has need of the diverse and harmonious action of all its citizens. It is by acts and not by ideas that peoples live.

It is, as I have said, essential that the shoemaker should stick to his last and the artist to his easel, except in the rare cases when they would be better employed in political work. It is of more importance to the nation that the citizens as a whole should work well and live well than that they should become disorganized and ineffectual through efforts to discharge political duties for which they have neither aptitude nor inclination.

Candidates for Parliament.

Our present method of selecting and electing candidates for Parliament is not satisfactory, but I cannot believe that government by trade unions or intellectuals would be an improvement.

There is always a pathetic difference in human affairs between the dream and its fulfilment; between the thing we desire and the thing we achieve. There is good sense in the proverb that we get the government we deserve. Government is like a mirror; what we see in it is our own face. Governments do not lead, they follow, giving, with a grudging hand, only that which they no longer consider it safe to refuse.

Middle-class government is very like aristocratic government. Labor believes that a Labor Government would be a great improvement; but that is because Labor has not been tried.

Carlyle was very emphatic on the necessity for having the real right men to rule, but he never told us how to find them. As things are with us to-day our rulers must be chosen by the popular vote, and if the voters do not know the men they vote for, or are not good judges of character, we have to put up with the consequences.

The Impatient Minority.

One of the things experience has taught me is not to cry for the moon. Sounds simple? Yes, but it is not easy when the moon is very bright, and you desire it very keenly. I am afraid that Mr. Hodges and Professor Soddy have not mastered that lesson yet.

There has always been an eager, impatient minority hungry for progress, confident that they could achieve wonders if the masses would follow them. What a little word is "if," yet it is harder than Mount Everest to climb over.

If the people were all democrats, or all Socialists, or all patriots, how soon could we make England a land fit for heroes or, perhaps, cranks to live in! If!

But the people are all busy; busy working or seeking work; busy enjoying themselves or hunting for enjoyment.

I once asked a very energetic and successful business man why he did not go into Parliament, and he said: "Oh, it's such a waste of time, and

More Population the Most Urgent Need is C.P.R. President's View

(The Gazette, March 21).

INTERVIEWED on the subject of the deficit on the Canadian National Railways, Mr. E. W. Beatty stated that he was not prepared to make any statement except that the fact must not be forgotten that the management of the National Railways were operating under exceptionally difficult circumstances not of their own making, but emphasized in their case by the unnecessary mileage comprised in a system, parts of which were built for competition with the other, and not as part of a single transportation unit.

The C. P. R. president stated that the gravity of the situation could not be denied and that a solution of the difficulties facing the Canadian people in the possession of this extensive system was one which should command the attention of the best minds and the advice of the best experts in the country.

Increase in Population.

"I am afraid," he said, "that many people in Canada do not sufficiently realize that the most urgent and essential need to-day is increase in population, not only to provide traffic for the railways, but also to help pay our enormous national indebtedness."

"So far as the railways are concerned, the National Railways are even more concerned in this demand

I prefer my own job." What could one say to such an answer? If a man is doing useful work which he likes it is wise to ask him to quit it and take up a position which does not appeal to him, and for which he may have no aptitude?

Making and Spending.

Perhaps we worry too much about government, and take our politics too seriously. Governments do what they are told—when they have been told often enough, and when they have reason to believe the people in earnest.

For years and years and years numbers of us denounced and condemned the party system. Very well. Now we have got a Coalition. How do we like it?

I believe that every Socialist and Labor man was down on the party system. Now the parties have united into a solid phalanx we are hoping for a strong Labor party. Very good. If we get a strong Labor party that will mean the resurrection of the party system. And I hope we shall all enjoy ourselves as much as we expect to. But the heyday in my blood is tame, and I shall not get excited about it.

One of the functions of Government is to spend money. One of the functions of the people is to make money, to work for it. The latter function is of more vital importance than the former to the welfare of the State.

for population than the Canadian Pacific, owing to the extent of sparsely populated country in which so much of their mileage is located.

"It was an aggressive immigration propaganda that built up the Canadian Pacific, and without immigration the prospects of the Canadian National are, in my opinion, hopeless."

Desirable Settlers.

"Any legislation which would stem the tide of desirable immigration must inevitably pile up further deficits, for immigration is Canada's great salvation. Mr. Crerar, who was speaking particularly in the interests of the National Railways, struck the right note when he declared before the Canadian Club of Montreal, that a wise and vigorous immigration policy would help solve the problem."

"Mr. Crerar also referred in another address to the foreign born immigrants, commending the progress they had made in Western Canada and pointing out that over fifty per cent. of the students at Manitoba University were of foreign parentage."

"The same evidence is contributed in an interesting article in the 'Grain Growers' Guide,' in reference to the three hundred thousand Ukrainians in Western Canada, in which it is stated that these people of sturdy farming stock from Central Europe have four large educational institutes at Saskatoon, Winnipeg and Edmonton respectively, and had become a real asset to Canada."

"The people from the Scandinavian countries have made admirable settlers. During the year 1920, nearly 1,600 of these came as immigrants to Canada, of whom only 10 were deported. All of them are thrifty, hard working people."

People Not Wanted.

"I quite agree with those who object to the immigration of city-bred Continentals of poor physique and doubtful health, who would at once drift into slums, or of large communities of foreign born who frankly declare they do not intend to assimilate with English-speaking Canadians, but I consider it absolutely necessary to the immediate betterment of Canadian financial, commercial and traffic conditions, that the gates of Canada be once more opened not only to the British, French and American immigrant, but also to the Scandinavian and the more desirable type of Continental."

Sort of People Needed.

"It is not only farm hands and domestics who are required."

"What progress can Canadian industry make if the skilled mechanic is to be practically shut out?"

"And without Canadian industry where are we to find exports for the Canadian Merchant Marine?"

"We neither can, nor dare stop

MASSON Dental Co. Ltd.
Dental Scientists
Teeth extracted without pain
— Novo-Codine



152 PEEL STREET
Uptown 5602
860 ST. DENIS STREET
St. Louis 4613
OPEN EVENINGS

this tide of desirable immigration, or say to it like Canute 'Thus Far and No Farther.'

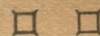
"Policies which are perfectly appropriate in the case of the United States would not necessarily be applicable to this country. By all means let us exclude the undesirable immigrant, but admit those who in time will contribute to this country's commercial prosperity and economic strength."

"Maud's husband is the make-up man on a newspaper."

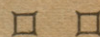
"I suppose his work is to make up those sensational stories they print. What a fascinating job!"

TEES & CO
FUNERAL
FURNISHINGS
UP 1653
912 St. Catherine St. West.

LOEW'S
THEATRES



MONTREAL
TORONTO
OTTAWA
HAMILTON
LONDON
WINDSOR



POPULAR PRICES

Excellent Entertainment

Labor's Work Plan in the Old Country

(By the Right Hon. J. R. CLYNES, M.P.,
Chairman, British Labor Party).

THE problem of unemployment is clearly not a special line with the critic. It takes him out of his depth, and to keep his head above the surface of tolerable discussion he clutches at any old thing which may come his way, and, by fixing a number to it, classifies it as a remedy for unemployment. In this way he gets an assortment of figures tacked on to a few impotent statements and some impudent assertions.

It is indeed impudent to put all the blame for unemployment, as our destructive critic does, on workmen, and to assert that the cure is to be found in stopping unnecessary strikes; in not setting class against class; in higher output, and in admitting ex-service men to building trades. This is a fair summary of all his remedies.

Hard Work and No Work.

Before the Labor Party was created class was against class. Labor did not create that condition. Labor was created by it. Labor does not want strikes, but has often been compelled to use the strike weapon to secure the most moderate concessions. Some strikes, it is true, have been unwise, just as it is true that maximum output must be a condition of maximum enrichment.

But it is no use talking of output without knowing what is to be Labor's share of it, and whether hard work one day is to be the cause of no work another.

Premier's Statement.

Had the Government shown any skill or fairness a settlement might long ago have been reached in the building trades, and ex-service men admitted. When the Prime Minister met the Building Trades' Conference prior to the Christmas of 1919 he said:

"I know what the workmen have got in their minds. They have got the horror of unemployment. I wonder what sort of Christmas-time an unemployed man has to face for his children. We must get rid of that fear and horror of unemployment for ever. That is a thing we have no right to permit in a civilized community. It is a torture which no humane citizen ought to commit."

There you have a definite promise to get rid for ever of the horror of unemployment. What has the Government done to put an end to the torture?

There are many ex-service men with ability as to advocates, with some knowledge of the law, with capacity for handling cases, and for developing their legal knowledge. Will some legal critic take the lead in his own profession to admit these eligible men to practice in the law, so that they might earn a living?

Will he tell us of any other profession or high and remunerative pursuit which has shown itself ready

to do for educated ex-service men any of the things which he insists the building trades workmen should do for ex-service men less educated?

I do not defend any lapse of which any trade union may be guilty, but, the whole movement must not be condemned because of some action of which every class is guilty as well as a trade union.

Labor Party's Accusers.

It has been asserted that the Labor Party is using the unemployment situation for political purposes. Those who think that should advise the Government to settle the question and dish the Labor Party completely.

Our proposals on unemployment are not made because we are trying to formulate a popular political programme. Indeed, we know that our proposals must arouse as much hostility as they may allay.

It is the fate of Labor continually to assail established conditions in a manner which provokes opposition from people whose interests are interfered with.

The least that the Labor Party is entitled to ask its critics is that, in the degree that Labor proposals on unemployment are deemed to be unworkable or wrong, the proposals should be replaced by workable or wise proposals which the Government should make to settle the question. It is not fair to reject with contempt the remedies of the Labor Party without putting anything in the place of those remedies equal to the grievances suffered from unemployment.

What Electors Expected.

The Government cannot offer as an excuse the view that the times are abnormal, and that the extraordinary degree of unemployment cannot be cured by legislation.

The Government offered a cure. Elections were won upon the offers made, not only in speeches of the Prime Minister but in speeches put in the mouth of the King when the two sessions of Parliament were opened before this last one.

It will not do, now that unemployment is become worse than ever, to seek shelter under the pretext that the evil is so great that it cannot be cured.

In the King's Speech, when Parliament was opened in February, 1919, it was stated that: "We must stop at no sacrifice of interest or prejudice to stamp out unmerited poverty or to diminish unemployment and mitigate its suffering."

The King's Speech.

In the King's Speech of the following year we were told that "the task of restoring credit and industry is one of the first conditions of a return to a state of peace"; and now, after all the promises, we are told in the last King's Speech that the question cannot be dealt with by legislation!

Now, after all the promises, we are told in the last King's Speech that the question cannot be dealt with by legislation!

There is nothing in the plea that existing conditions could not be foreseen. Long before the war ended the Government had a large number of committees at work, and many of the best minds in the country were engaged on plans for great works of reconstruction, in order that the enormous arrears and losses involved in the war should be made good.

More than a score of pamphlets were issued by the Government outlining the lines of action which could be taken, and efforts were made to create a sense of security in the public mind that the situation could be saved when the war ended.

What has happened to these schemes? Where are the fruits of all the plans?

Let the Rulers Rule.

The men who are now in power claim to be fit to rule. They say Labor is not. Well, let them rule!

Good government in these days consists in meeting national necessities, and in so arranging both internal and external affairs as to secure not only useful employment as a means of wealth-production, but also as a means of contentment for the population.

Our workpeople depends upon the maintenance of export trade. Surely that trade has been shaken by the failure of our rulers to establish, long before this, such a condition of peace and restored commercial activities as would have enabled the millions of people in this and other lands to resume their ordinary trade and business activities.

Foreign policy and the handling of the Peace settlement have had more to do than anything else with the breakdown of export trade. While this breakdown continues, the Government should use every available and appropriate ounce of labor which it can secure, to deal with the enormous amount of necessary and productive work which could be undertaken within these shores for the permanent benefit of the whole nation.

What Might Have Been.

The factories and workshops in which the Government employed millions during the war could have been used for numerous productive purposes during the last two years of so-called peace.

A policy of paying something for nothing, and giving some part of the wages of those who work to other people who do not work at all, is a travesty of government which can be undertaken by any number of incompetent persons who could succeed in getting themselves elected.

The remedies of the Labor Party for unemployment have been set forth in the clearest way in a document of more than 40 printed pages.

Every member of Parliament has been supplied with a copy, and we have appealed to the Government for a full opportunity to discuss in Parliament the Bill which we have introduced, and which contains our



FRANK HODGES,
Secretary of the Miners' Federation
of Great Britain. One of the
younger lights in the British
Labor movement.

proposals in detail. Meantime we are thrown back upon measures of relief instead of productive and beneficial employment. And the utmost that we have been able to wring out of the Government for unemployed workers is 2s. a week more than the 18s. proposed in the Government's Bill last week.

The cost to the State by the new Insurance Act will be much less than a million pounds a year. That is as much as we lost in half a year on Irish railways alone by our stupid "government" of Ireland.

Forty shillings is asked for unemployment benefit and most of that 40s. would come, not from the State, but from the industries and the workmen, and 40s. now has a lower purchasing value than had 15s. before the war.

Before the war 30s. a week was deemed to represent the lowest standard of life for the humblest laborer. It is not extravagant now to demand that a level equal to half that standard should be guaranteed to men willing to work but unable to get it.

SEVEN DAY WEEK STILL EXISTS IN THE MILLS OF THE U. S. STEEL

New York.

The statement by Judge E. H. Gary, chairman of the United States Steel Corporation, that the seven-day week and the long turn in changing shifts have been "entirely eliminated by all our companies," and that a committee of presidents of subsidiary companies might be expected to report the result of their investigations of the 12-hour day question in the near future, was received with interest by those who have been waiting to see what effect the Inter-church World Movement's report on the steel strike might have on the corporation.

Heber Blankenhorn, secretary of the commission, whose inquiry resulted in that report, said to your representative that the announcement that the seven-day week had been eliminated should be compared with similar statements made by steel officials during the past 10 years; such a comparison would show that it was eliminated from the mind of the public only, not from the mills, according to Mr. Blankenhorn.

He called attention to the Inter-church report, which states that the corporation asserted flatly during the strike that the seven-hour week had been abolished before the war and resumed during the war, but was quite done away with by 1919.

The report further states that the president of the Carnegie Steel Company and of the Illinois Steel Company, subsidiaries of the corporation, assured the commission that seven-day week-work was a thing of the past.

A letter from Mr. Gary to the commission, printed in the report, states that prior to the war the seven-day week had been entirely eliminated except as to maintenance and repair crews on infrequent occasions; that during the war there was considerable continuous seven-day work, due to the request of the Government for more production, but that this was changed with the close of the war.

The report also quotes Judge Gary as having testified before the Senate committee: "We decided to eliminate the seven-day week if we possibly could, and we practically eliminated it."

The commission investigating the steel strike found that the facts did not bear out statements of the corporation; the seven-day week had not been eliminated. Thus, since he thinks that the steel companies have already convicted themselves out of their own mouths, by coming out again with an assertion that the seven-day week has been abolished, Mr. Blankenhorn is not inclined to pin much faith to the statement.

"This report seems to come out every so often," he said, "and the public is always surprised to learn that the seven-day week still exists. The point is that the public has no reason to believe that this announcement means any change in condi-

tions in the mills or that it even indicates that there will be any such changes."

As to the announcement by Mr. Gary that a committee has been appointed to consider the 12-hour day question, and that its report is expected, perhaps within 30 days, this is no indication that the 12-hour day will be abolished, Mr. Blankenhorn added; the only thing to do was to wait and see.

BUILDING GUILDS.

(By A. BUCKLEY, in Town Planning and Conservation of Life).

For ten years or more a group of English writers have been preaching the virtues of Guild industry. The term indicates a society of craftsmen who believe they can serve the public better and can obtain better and more stable working conditions for themselves as a labor democracy than in subjection to what they consider the autocracy of capital. When the housing shortage in England had become a national calamity and the Government were faced with a programme of 800,000 houses — which it was admitted could not be built on economic terms with the cost of building multiplied four times in comparison with pre-war prices—these writers approached the Building Trades Union and said: "Why should not you take on this work as Builders' Guilds? You possess the most important element in the solution of the problem, a monopoly of labor. Why not offer this to the local authorities, who are under national obligations to provide houses, and are almost in despair at the enormous increment in the cost of building?"

The suggestion was adopted first in Manchester, then in other cities in the north of England, later in London and Wales, and now in a number of centres the building guilds are at work. As soon as the reasonableness and the practicability of the scheme had been demonstrated the municipal housing commissions agreed to the proposals of the workmen, the Ministry of Health endorsed the movement, the Wholesale Co-operative Society — the largest manufacturer of building materials in the United Kingdom aside from the Government—offered its aid in the supply of materials and agreed to insure the municipalities against loss.

Organized public service and not profit-making is the watchword of the Guild. Its surplus earnings will, under no circumstances, be distributed as dividends, but will be used for the improvement of the service, the provision of increased equipment for technical training, the elimination of hired capital, the abolition of unemployment and the promotion of a contented industry.

In Canada there is evidence of the consciousness of the movement, but no practical steps seem yet to have been taken. Mr. J. A. Ellis, Housing Director of the Ontario Government, has recommended it as a way out of the housing deadlock

in Toronto. He has suggested that the Housing Commission should provide plans, secure materials and arrange the financing of a housing scheme, but that the actual building should be managed and executed by a building guild.

Mr. J. T. Gunn, business agent of the Electrical Workers' Union, presented a similar scheme to the Building Trades Council of Toronto, which was placed before the city council, but nothing further seems to have been done. It was estimated that a saving of \$800 per house would be effected by the elimination of the surplus cost that is incident to the ordinary system of building for profit.

What is supposed to be the saltiest lake in the world is at Senlac, Saskatchewan. Its salt content runs from 53 to 55 per cent., as compared with 10.7 for Salt Lake in Utah. The lake covers an area of 185 acres, but is only 18 inches deep. It is, however, fed by living salt springs, and its level is thus maintained.

SEE A VET.

"I want your advice, old man. Jones called me a donkey. Should I consult a lawyer?"

"Hadn't you better see a vet, first."

LIFE.

With aching hands and bleeding feet
We dig and heap, lay stone on stone;
We bear the burden and the heat

Of the long day and with 'twere done.

Not till the hours of light return
All we have built do we discern.

—Matthew Arnold.

ALWAYS RIGHT.

"What's the dispute about?" demanded the proprietor. "Remember, in this store the customer is always right."

"He says you're an old shark," explained the clerk briefly.

A CROSSING TRAGEDY.

There was a young fellow named Izzie,

Who went for a drive in his lizzie;
His view of the train

Was hidden by rain—
And that was the end of poor Izzie.



A Salt Without Comparison

Windsor Table Salt

Made in Canada

THE CANADIAN SALT CO.

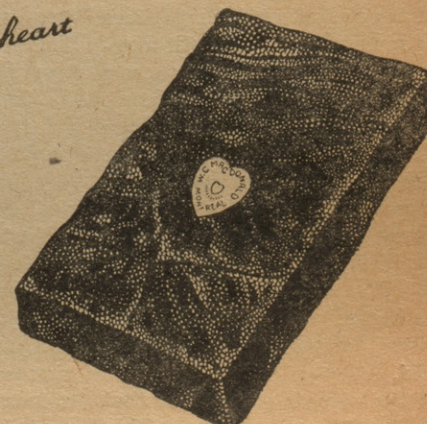
MACDONALD'S

PRINCE OF WALES

Chewing Tobacco

Canada's Standard since 1858

The Tobacco with a heart



OUR LONDON LETTER

British Miners Threatened With Cut in Wages

(From Our London Correspondent).

London.

THE most engrossing topic in British industrial circles at the moment is the situation in the coalfields.

With our export trade almost reduced to vanishing point, and several thousand miners thrown out of employment in consequence, the industry has no economic basis that can fairly be tabulated. Complete Government decontrol ceases on March 31st and owners and men are sparring over new wage terms. The employers are talking of drastic cuts. The miners admit that some reduction cannot be avoided unless the State comes to the rescue, but are naturally keen on keeping as much as they can preserve. In the meantime men working will levy themselves to help those unemployed, of whom there are about 100,000 or some tenth of the whole.

Unless wages in this country are calculated on a series of additions to the basic rates, which are a constant puzzle to the uninitiated and often a source of uncertainty to the men themselves. I can best illustrate the present proposals by



Ethelbert Pogson

stating a purely hypothetical case of a hewer who might in 1914 have a basic wage of eight shillings per shift. Even such basic wages varied in districts but the figure will serve as a platform for the argument.

Back to 1914.

The owners wish to get back to the 1914 standard in fixing upon the basic wage. The mistake should not be made of imagining that this means a return to 1914 earnings. There is what is known as the district percentage to be taken into account and certain other matters.

Suppose the basic wage of a miner to be 8s. a shift. To this there is added, under present arrangements, a district percentage of 50, making 12s., then 14.2 per cent. was added as an adjustment in respect of the reduction in hours from eight to seven a day under the Sankey award. Then came the extra 20 per cent. given to him last March. To these sums is added the flat rate increase of 8s. as war wage—given in two rises of 1s. 6d. each—and 2s. Sankey money, so called because it came as result of the Coal Commission presided over by Mr. Justice Sankey. The total of these complexities brings the wage of the man who started computing at 8s. a shift to 21s. 5d.

What the owners propose is that the 8s., plus 50 per cent., equalling

12s. for this hypothetical man should constitute his new standard rate per shift. That settled, they wish to divide the remainder of the income with him in such proportions as shall be determined by district negotiations, making due allowance, of course, for other working costs and sums required as royalties.

Leaders of the men want to incorporate the old basic wage, which I will still call, as illustration, 8s., the 50 per cent., the 14.2 per cent., the 20 per cent. and the first war wage of 1s. 6d.

What the Leaders Want.

This would bring the new standard of 17s. 11d. and they desire to leave the second 1s. 6d. war wage and the 2s. Sankey money as a floating margin—if the industry is able to stand it they would keep the whole of this 3s. 6d. If not, they would take off the 2s. first and then, if necessary, the 1s. 6d.

Mr. Frank Hodges, the Miners' secretary, has, however, another solution to offer. It is that, these being abnormal times, resulting directly from war conditions, the nation should subsidize the industry, owners and men, in order that they shall not suffer until trade booms again. There is little hope of sympathetic reception of this proposal in Government circles, because the present outcry here is for economy and the new Budget is looming.

In one responsible quarter I have heard a suggestion that the men should strike to retain their wages, but the hopelessness of a strike on a falling market is recognized by most trade union leaders and nothing is likely to come of that idea, unless the men are goaded to desperation.

Meanwhile, the situation is aggravated by the fact that reduced output, consequent on the closing of certain pits, has wiped out all the increases the men gained on the sliding scale initiated after the coal strike last year. This is the announcement of the Secretary for Mines:

"It was definitely agreed that, if during the test periods the weekly average output was maintained at the weekly average of the September quarter, the advance (on the original increase of two shillings) should be one shilling per shift, and that if September figure was exceeded the advance should be increased by six pence in certain specified steps.

"The output during the first test period ended December 8th was sufficient to increase the advance from 2s. to 3s. 6d. during January. During January the effects of trade depression became apparent, output fell, and the advance for February was reduced to 1s. 6d. For the same reason the output figure for the test period ended February 19th is un-

fortunately lower still, being 17,654,400 tons, compared with the rate of 19,040,000 tons in the September quarter, with the result that the wages advance has now disappeared altogether."

Wages of Seafarers.

The shipowners have given notice to the National Maritime Board that they intend to demand big reductions in wages of all seafarers, and they ask for an early meeting of the Board to consider the matter.

The owners propose a reduction of £4 10s. a month for navigation officers and officers on deck and engine-room department, and £5. 10s. in the catering department, with proportionate reductions for crews of weekly vessels, and an entire revision of overtime for all ratings.

The captain of a 5,000 ton cargo boat gets £40 a month; the new rate would be £35. 10s. Able seamen get £15; the new rate be £10. 10s.; cooks, etc., would drop from £13. 15s. to £8. 5s.

The Imperial Merchant Service Guild and the Sailors and Firemen's Union are resisting the proposals.

To quote the words of Mr. Joe Cotter, the President of the National Union of Ships' Cooks, Butchers and Bakers, the suggestion is, on the part of the shipowners, "brazen cheek."

They were the greatest exploiters of the country during the war. The first increase in the cost of living came about through increased freights by the shipowners' mad scramble for profits.

"If things are so bad now as shipowners would like to make out," says Mr. Cotter, "how is it that the Cunard Company can increase its capital by £4,000,000 at one lift and can build a new fleet of steamers. Also, I should like to know how it is that these poor bankrupt shipowners can buy steamers like the Imperator and Bismarck."

"Shipowners must imagine that British seamen are in their dotage."

The cost of bunker coal has declined since Armistice Day by 300 per cent., yet passenger rates were increased 10 per cent. only this week, and are now 250 per cent. above pre-war. Freights are also abnormally high.

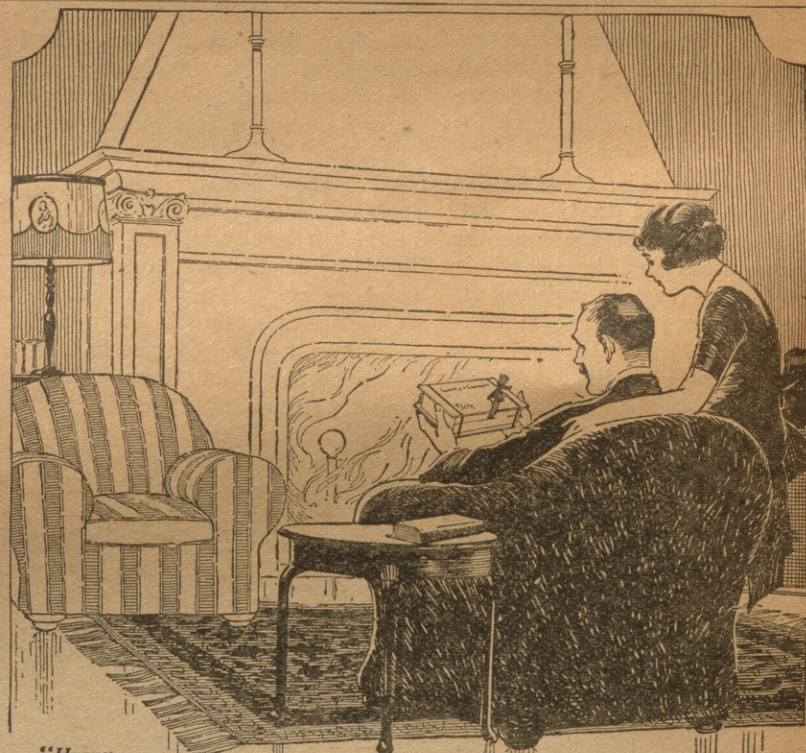
Among the Builders.

The building operative unions have decided to propose a new wage scheme to their members. It will mean a voluntary reduction.

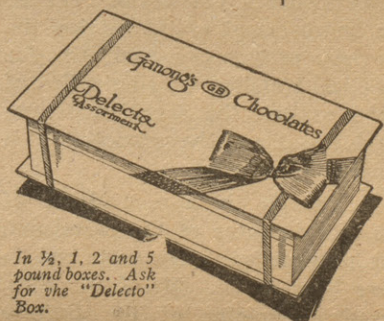
The principle of the scheme is that on the reduction in the cost of living by a clear 6.5 points in any period of six months, a reduction in wages of a halfpenny an hour comes into operation. A fall of 13 points in the cost of living would mean a decrease in wages of a penny an hour. The halfpenny decrease automatically works from a basis of 170 points above the pre-war cost of living.

The proposal will be submitted to the rank and file of the constituent unions of the Federation for their opinion by April 4th.

—Ethelbert Pogson.



"Happy Evenings at Home"



In 1/2, 1, 2 and 5 pound boxes. Ask for the "Delecta" Box.

Ganong's
GB
Chocolates

THAT big, beribboned box of exquisite "Delecta" Chocolates brings back the joyous memories of honeymoon days and keeps romance alive in every-day life

Originated by
GANONG BROS. LIMITED
ST. STEPHEN, N.B.

Makers for 50 Years of Fine Chocolates.

The Finest in the Land

HAVE YOU?

(By Orville Leonard.)

Have you ever seen the smoke clouds from a forest fire burning? Have you ever lived for hours in that crackling, bright inferno? Have you had your shoe soles burned off by those dead looking white ashes? Have you seen men shouting wildly, though you could not hear their voices for the roar and hiss of leaping flames and the fierce wind they engendered? Have you ever seen a country which was furred with living fire and wondered if you'd ever live to feel the cool wind blowing? Have you ever seen a rancher driven from his fired homestead, while years of labor on his fields were wiped out in an hour? Have you ever looked down a line all hedged and feathered wild things have been burned up, every one? And have

you seen that country when the fire fiend has finished — the blackened stumps of noble trees, the white ashes, burned bare rocks, no living thing — black, deathlike desolation brooding over all?

If you have, you'll see that your match is out and look where you throw your cigarette.

GREAT SCHEME!

"Smart couple."

"What makes you think so?"

"Why, they feed the baby garlic so that they can find it in the dark."

HARD FOR HIM.

"Is that new hired man a hard worker?"

"I'll say he is," replied Farmer Cornloss. "I don't know anybody that work seems to go harder with than it does with him."



**FAIRBANKS - MORSE
RAILROAD SUPPLIES**

Motor Cars, Track Tools, Electric Baggage
Trucks, Hand Trucks Section
Men's Engines.

Your recommendation of Fairbanks-Morse Railway
Supplies will be appreciated.

"Canada's Departmental House for Mechanical Goods."

THE CANADIAN FAIRBANKS - MORSE CO., LIMITED

Halifax, St. John, Quebec, Montreal, Ottawa, Toronto, Hamilton,
Windsor, Winnipeg, Saskatoon, Calgary, Vancouver, Victoria.

**D. S. PERRIN & CO.
LIMITED**

LONDON :: :: CANADA

MANUFACTURERS OF
BISCUITS

AND

Confectionery

EXCLUSIVE MAKERS OF THE CELEBRATED

"Dairy Cream Sodas"

"Tipperary", "Sherbet"

AND

"Malto Cream Sandwich" Biscuits

Sold by all leading Grocers



Railroad Gauntlets

FIT WELL

LOOK WELL

WEAR LIKE IRON

SOLD EVERYWHERE

The W. R. Brock Company, Limited

DEALERS IN

**DRY GOODS, WOOLLENS AND CARPETS
WHOLESALE**

MONTREAL

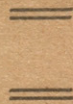
Cor. Notre Dame West and St. Helen Streets
Cor. St. Helen & Recollet Sts.

TORONTO

60-68 Bay Street
11-47 Wellington Street.

CALGARY

Cor. Eighth Avenue and Second
Street West.



Consolidated Asbestos, Limited

MINERS OF ALL GRADES OF ABSESTOS

Mines at Thetford Mines, Que.,
and Robertsonville, Que.

EXECUTIVE OFFICES

Dominion Express Building, St. James Street,
MONTREAL, Que.



LAURENTIDE

COMPANY

— LIMITED —

MANUFACTURERS OF

Newsprint Paper

:: Cardboard ::

Sulphite Pulp

Groundwood Pulp

GRAND'MERE, - QUE.